

24 NOV 59

UNCLASSIFIED MESSAGE

ROUTING

25X1IRIG :
 UNIT : BPD/OPS
 25X1XT :
 DATE : 24 Nov 59

TOP SECRET

1		4	
2		5	
3	OPS	6	

25 YEAR RE-REVIEW

25X1o :
 FROM: DIRECTOR

CONF: DPD (1-2-3-4-5-6-7-8-9-10)

INFO: S/C (11)

RAS

TOR: 2104Z 24 NOV 59

P R O C E D U R E	DEFERRED	<input checked="" type="checkbox"/>	PRIORITY	INITIALS
	ROUTINE		OPERATIONAL IMMEDIATE	INITIALS

OUT55681

25X110

CITE

4642

25X1

1. THANK YOU FOR COMPREHENSIVE DETAILS IN REF AND HAVE CONFIRMED JP 1
 (NATO F-34) ACCEPTABLE FOR C-130. PLANS FOR STAGING AIRCRAFT, HAVE, HOWEVER, NOW
 SLIGHTLY ALTERED AND ARE AS FOLLOWS:

A. ONE C-124 WILL BE USED TO AIRLIFT FUEL AND EMERGENCY PICK-UP GEAR
 AND WILL STAGE THRU [] AT PRE-ALERT. ON ALERT WILL MOVE TO
 [] OFF LOAD FUEL AND RETURN [] WHERE IT WILL REMAIN UNTIL
 AWAY. REASON IS THAT IN EVENT UNSERVICEABILITY AT [] THE
 WOULD BE DISMANTLED AND RETURNED [] IN C-124. THIS CAPABILITY
 NOT POSSIBLE WITH C-130.

B. ONE C-130 WITH PERSONNEL WILL STAGE THRU [] AFTER RECEIPT []

2. IN VIEW ABOVE, TOTAL FUEL REQUIREMENT [] WILL BE APPROX 11,000 GALS JP1
 TO ALLOW FOR REFUELING BOTH OUTBOUND AND INBOUND.

END OF MSG

STANLEY W. HERRLI
 CHIEF, OPERATIONS DPD

COORDINATING OFFICERS

TOP SECRET

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